

THE B&O MODELER

Volume 4, Number 5

September/October 2008



**STARTING TO LOOK AT B&O LIVESTOCK SERVICE FOR YOUR LAYOUT
DETAILING ATHEARN'S GP-35'S AS B&O "AS-DELIVERED" UNITS
THE BRUNSWICK RAILROAD MUSEUM'S HO LAYOUT**

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**Editor – Bruce D. Griffin at bruce_griffin@earthlink.net
Associate Editor – Greg LaRocca at larocca4@zoominternet.net
Associate Editor – Benjamin Hom at b.hom@att.net
Did You See It? Editor – Ross Pollock at info@borhs.org
Model Products News Editor – Editor Needed
Modeling Committee Chair – Bill Barringer at barbllsn@aol.com**

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Cover Photos – Top, Stock Watering Facility – Edwin Kirstatter photo. Bottom, EMD GP-35 – Greg LaRocca photo.

AN INVITATION TO JOIN THE B&O RAILROAD HISTORICAL SOCIETY

The Baltimore and Ohio Railroad Historical Society is an independent non-profit educational corporation. The Society's purpose is to foster interest, research, preservation, and the distribution of information concerning the B&O. Its membership is spread throughout the United States and numerous foreign countries, and its scope includes all facets of the B&O's history. Currently the Society has over 1600 registered members.

Members regularly receive a variety of publications offering news, comments, technical information, and in-depth coverage of the B&O and its related companies. Since 1979, the Society has published a quarterly magazine, *The Sentinel*, dedicated to the publication of articles and news items of historical significance. Other Society publications include monographs, calendars, equipment rosters, and reprints of original B&O source material. Their

purpose is to make otherwise unobtainable data available to the membership at reasonable cost.

Membership in the Society is a vote of support and makes all of the Society's work possible. It provides those interested in the B&O with a legitimate, respected voice in the railroad and historical communities. By working together, B&O fans are able to accomplish much more than by individual efforts. No matter how diverse your interests or how arcane your specialty, others share your fascination with America's most historic railroad. We invite your participation. Several classes of [annual memberships](#) are available, Regular memberships are only \$35.00. If you would like to join, click [here](#) to fill out our [membership application](#), print a copy and mail it to:

**B&ORRHS
ATTN: Membership
P.O. Box 24068
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FROM THE EDITOR

A Thought from a Contributor

Through the years of editing this magazine, I have received some very flattering feedback about the folks who take the time to share their work in these pages. I try to forward most of it to the authors. Recently, one of the authors who contributes regularly suggested that we add a column for readers to provide feedback about articles and their contents. One might think this would be a way for our author's to hear praises about their work. Actually, the person was hoping to get some critical feedback and maybe some ideas on how to improve his modeling. I have

received some of that kind of feedback about articles and some authors don't take kindly to it. In response to that one author's request, I am asking that you provide me some feedback by email

(bruce_griffin@earthlink.net) on this and past issues. I will ask each author if they are looking for feedback before I share it with them and publish it in future issues. As you have time during the holiday season, build some B&O models, take some photos while you do it, and write it up for the rest of us.



Bruce Battles Photograph

MODEL PRODUCT NEWS

EDITED BY ERIC HANSMANN

HO Scale

Athearn Trains - Ready-to-Roll 40-foot four-bay offset-side (class W-2a) Baltimore & Ohio hopper six pack. The package includes removable cast resin coal loads, RP-25-contour metal wheelsets, and McHenry scale magnetic knuckle couplers. \$79.98. <http://www.athearn.com/>



Athearn image, used with permission.

Bowser Manufacturing - Baltimore & Ohio 70 Ton Offset Triple Hopper (class W-7a) in the B&O Billboard Scheme with a built date of 8-48. These kits come with detailed brake gear and magnetic knuckle couplers. Three different car numbers will be available. <http://www.bowser-trains.com/>

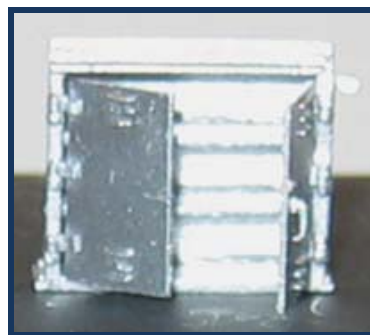
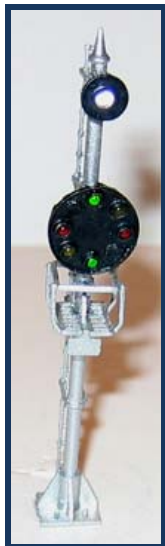


Bowser Photograph, used with permission.

Atlas Model Railroad Co. - Baltimore & Ohio two-bay offset-side (class N-35a) hopper with two new road numbers. These ready-to-run models come with blackened metal wheels, detailed brake gear, and Accumate magnetic knuckle couplers. \$13.95 (\$10.95 undecorated). <http://www.atlasrr.com/>

Brass Car Sides - Sides for Pullman-Standard plan 7551 smooth-side dome car. These etched brass car sides are designed to convert the Con-Cor Pullman-Standard Pleasure Dome lounge into a Baltimore & Ohio prototype. Prototype cars were also operated by Amtrak, Central of Georgia, Illinois Central, Missouri Pacific, Norfolk & Western, Santa Fe, Southern, and Wabash. \$31.75. <http://www.brasscarsides.com/>

N.J. International Inc. has released three Baltimore & Ohio signal components. A bracket signal of etched-brass construction, a mast position signal, and a small line side cabinet are now available. The signals have light-emitting-diode (LED) color position-light signal heads. <http://www.njinternational.com/>



NJ International photograph, used with permission.

Walthers Proto2000 line has released a Fairbanks-Morse H10-44 switcher. It is available in early Baltimore & Ohio paint and lettering. The prototype 1000 horsepower switchers were delivered on the B&O in the late 1940s. Ten locos were originally numbered 300 to 309 and later renumbered 9700 to 9709. Two numbers will be available. This HO scale version a completely new model and not a reworking of an earlier Walthers model.

<http://www.walthers.com/>



Walthers photograph, used with permission.

Walthers Proto2000 line has released EMD F7 A and B road locomotives. These are available as a combined A&B set with both units powered. Individual A units are also available. The models are finished in the less complex blue Capitol dome paint and lettering scheme of the mid-1960s. Two number sets are available in the combined A&B package, while two additional numbers are available for the individual A units. Each version is offered with straight d.c. power, or with DCC and sound. <http://www.walthers.com/>



Walthers photograph, used with permission.

N Scale

Atlas Model Railroad Co. - Baltimore & Ohio 55-ton fish-belly coal hopper in three new numbers. These ready-to-run models feature a die-cast metal underframe and slope sheets, removable coal load, and Accumate magnetic knuckle couplers. \$15.95 (\$13.95 undecorated). <http://www.atlasrr.com/>

O Scale

Atlas O - Ready-to-run Baltimore & Ohio EMD SD40 diesel locomotive. This model is in Chessie System paint and lettering with B&O reporting marks. Digital Command Control with QSI sound, dual motors with flywheels, and railroad-specific details. \$499.95 (unpowered dummy unit \$239.95). <http://www.atlaso.com/welcome.htm>

N.J. International Inc., is releasing a Baltimore & Ohio bracket signal of etched-brass construction. The dual signal mast will have light-emitting-diode (LED) color position-light signal heads, marker lights, and number boards. \$159.99. <http://www.njinternational.com/>



NJ International photograph, used with permission.

Books

The West Virginia and Pittsburgh Railroad - B&O's Road to the Hardwoods by Alan R. Clarke. **Available now in the Company Store.** Author and railroad scholar Alan Clarke offers an in-depth look at the building of railroads in West Virginia in the late nineteenth century. This book documents the construction of railroads built to access the untouched stands of timber in Upshur, Webster, Nicholas, and Randolph counties. Johnson Newlon Camden built the Clarksburg, Weston and Glenville Railroad connecting Clarksburg and Weston in north central West Virginia. Completed in 1879, it was extended to Buckhannon in the fall of 1883. The West Virginia and Pittsburgh Railroad soon built extensions from Weston to the Gauley River and south from Buckhannon. Camden's lines were bought by the B&O in the late 19th century.

Clarke has also authored: *West Virginia's Coal and Coke Railway — A B&O Predecessor*; *West Virginia Central & Pittsburgh Railway: A Western Maryland Predecessor*; and *Western Maryland Railway in West Virginia: The Photographs of G.H. Broadwater*.

UPDATES AND ERRATA

If you model the Staten Island in HO, this new model may be what you are looking for. It will feature a one piece cast resin body, a chassis with full underbody detail, metal trucks, and cast, flush fitting window inserts. The estimated price is \$60. If this model is produced, an aluminum frame designed to accept a Bowser drive mechanism will also be offered approximately four to six weeks later. In order to produce this model, the manufacturer requires a firm commitment of at least 15 models. If you are interested, please email them at StatenIsland@islandmodelworks.com.



Marc Pitanza Collection.

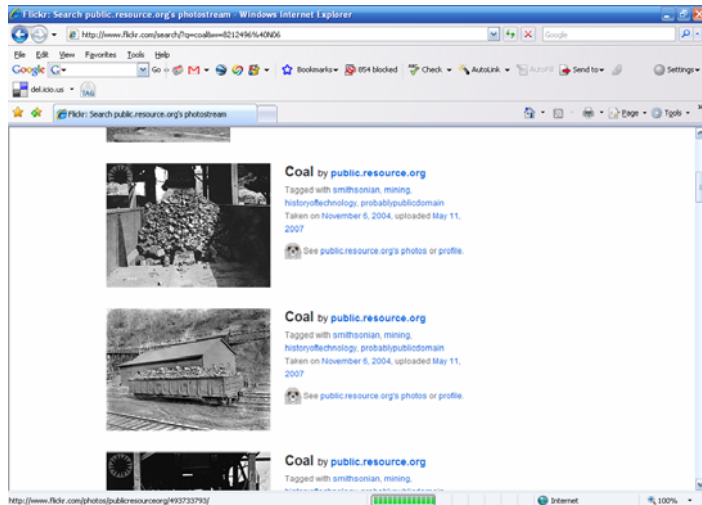
DOTS AND DASHES, ONES AND ZEROES: DIGITAL RESOURCES FOR THE RAILROAD RESEARCHER AND MODELER

KING COAL!!!

BY: NICK FRY

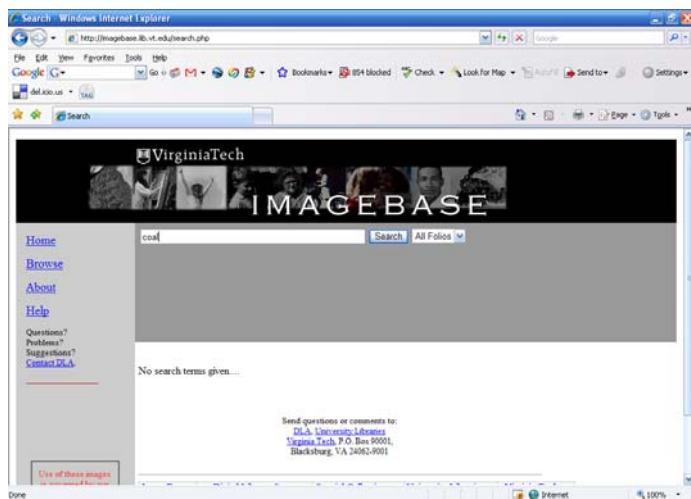
Introduction

Coal has been the lifeblood of the B&O Railroad since 1848 and the arrival of the line in Cumberland, Maryland. There are many documents in the archives and books out that address some aspects of the B&O's coal traffic and provide readers with plenty of photos of coal trains. It's harder to find B&O specific items, but there are many useful resources available to those who are interested.



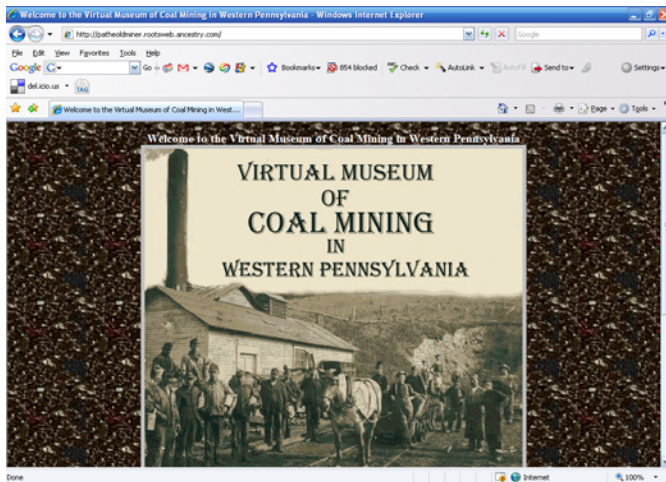
Public Resource.org's FLICKR photo stream, Consolidation Coal Company Images: <http://www.flickr.com/photos/publicresourceorg/page/564/>

Public Resource is posting Public Domain images from the collection of the Smithsonian Institution to FLICKR. Part of this collection are the images from the Consolidation Coal Company. Consolidation Coal was controlled by the B&O Railroad from 1876 to 1906. Many of the images are after that time frame, but the photos of mines and hopper cars are useful for helping to model mine operations.



Virginia Tech Libraries Digital Collection: <http://imagebase.lib.vt.edu/search.php>

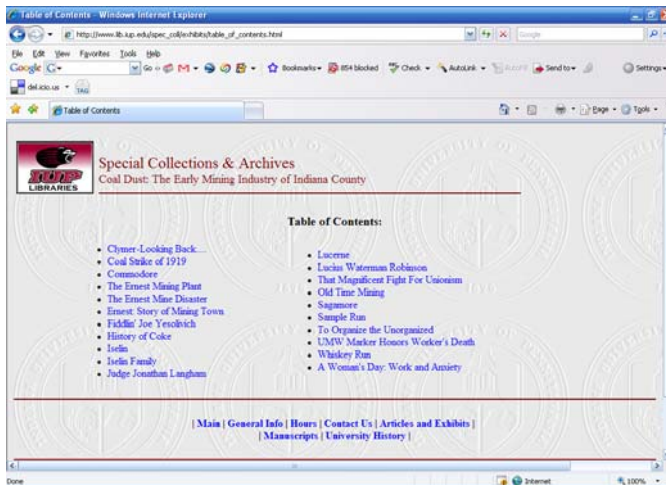
Users will have to enter a search term "Coal" to get access to the scanned images from the Virginia Tech collection. They will see thousands of images from the Norfolk and Western Railroad and other collections at the Virginia Tech Library. An excellent way to get ideas about modeling coal mines in Appalachia.



Virtual Museum of Coal Mining in Western Pennsylvania:

<http://patheoldminer.rootsweb.ancestry.com/>

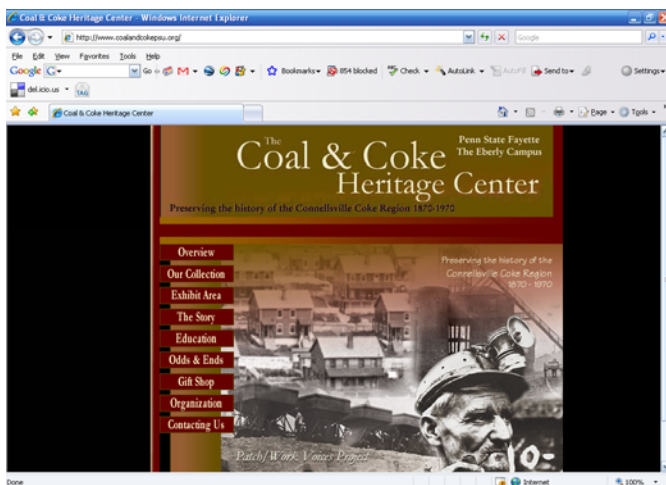
An extremely comprehensive website of photos and information on coal mines in Western, PA. This is an extremely useful and lavishly photographed site.



Coal Dust: The Early Mining History of Indiana County:

http://www.lib.iup.edu/spec_coll/exhibits/table_of_contents.html

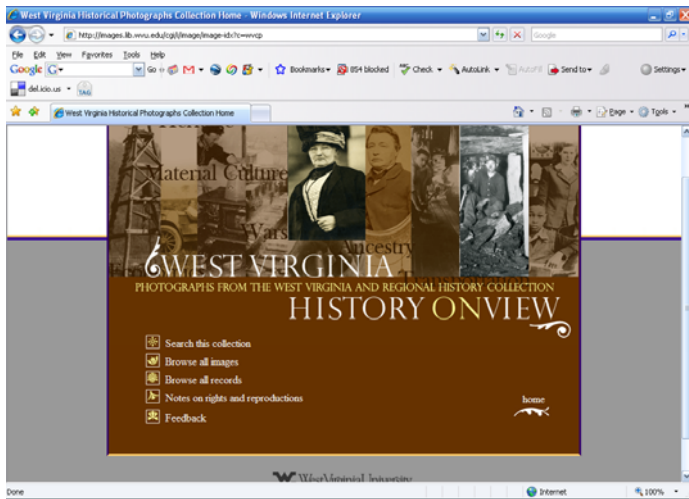
Mainly a text site, but well worth visiting to expand your knowledge of the coal mining industry and coke industry in Western, PA.



Coal & Coke Heritage Center, PSU Eberly Campus:

<http://www.coalandcokepsu.org/>

Another text based site, mainly best for planning a research trip to this institution.



West Virginia History on View:

<http://images.lib.wvu.edu/cgi/i/image/image-idx?c=wwcp>

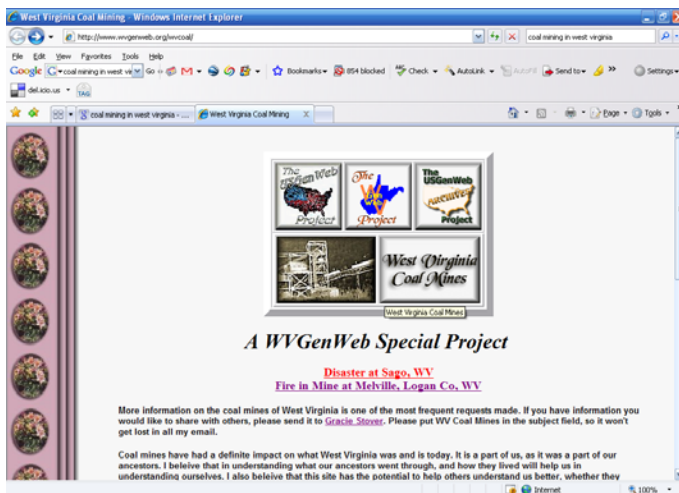
The WVU Library at Morgantown, West Virginia has scanned hundreds of photos in its collection and put them on the web for users to search and view. Searching on “coal” gives over 3000 hits.



Robert Karig's COAL CARS website:

http://home.earthlink.net/~coalcars/Coal_Cars.html

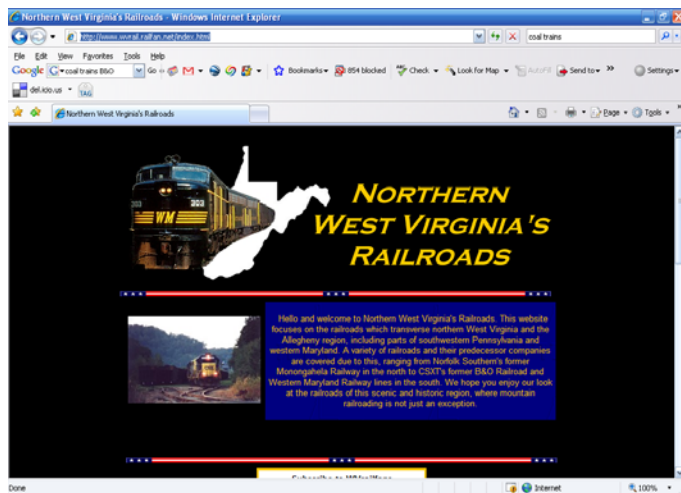
Author Bob Karig has set up a website to post Errata and Addenda for his book “Coal Cars.” Visitors can get the latest updates to the errata sheet and can contact Mr. Karig to add new information on coal cars.



West Virginia Coal Mining:

<http://www.wvgenweb.org/wvcoal/>

A website created by WVGenWeb with photos, resources, bibliographies and documents that are useful to researching West Virginia Coal Mines. It's geared mainly to genealogists but has some useful links and photos.



Northern West Virginia's Railroads:
<http://www.wvcoaltrans.com/index.html>

A website aimed at the WM, B&O and other railroads in Northern West Virginia. The traffic covered is mainly the CSX era, but still much of the traffic is going in the same direction as the old coal trains. The site is notable in the amount of research done in the narrative to put the entire B&O line in context.

STARTING TO LOOK AT B&O LIVESTOCK SERVICE FOR YOUR LAYOUT

BY: EDWIN KIRSTATTER

PHOTOS BY AUTHOR UNLESS OTHERWISE SPECIFIED.



Introduction

As a child I had seen those B&O Livestock Special trains go by my hometown of Cuyahoga Falls, Ohio, and I could smell them too! You should have seen Mom hustle to get the wash down off the line when that Livestock Special passed every Monday morning at about 11:00am. We only lived about a half block north of the Akron Division mainline in Cuyahoga Falls. The prevailing Southwest to Northeast wind carried the billowing black clouds of smoke followed by the smell of livestock all over the neighborhood. What a childhood memory.

Locating Livestock Locations

If you read the B&O Form 6, Official List No.30 of Officers, Agents, Stations, Sidings and Mileage of this Company; you will find a list of every Stock Pen on the system. In the last issue of January 1, 1954 it listed 80 stations. Each pen is described by its number of chutes and lots, the condition of pens, whether it is open or has covered sheds, does it have water, and is it paved, with what, cinders, concrete, slag, or stone. The capacity is cited in carloads, which only gives a clue about how many cattle, sheep, or swine it could hold. I have only taken pictures of one facility on the B&O. This is at

Willard, Ohio on the Chicago Division. It had one chute for six lots that were paved, had water, and all shed were covered. Its capacity was six carloads.

If you are going through the Form 6 numerical listing of the stations and you find a large 'L' beside the city name, this means there had been some kind of livestock facility at that location. Did you know that there had been one at the Point of Rocks, Md. station? It was only a chute for loading, with no lots for holding livestock. Nearby in Brunswick yard there were 18 covered lots with 3 chutes that could accommodate 18 carloads and at the station there was another one for local loading of two lots and one chute for two carloads.



This strange looking contraption is a Livestock Showering device at the locomotive coaling and watering station at La Paz Junction, Indiana on the B&O's Chicago Division. Photograph from M. D. McCarter collection, courtesy of Bill Cramer.

Showering Devices

Another thing that is listed in the Form 6 is the location of Showering Devices for livestock. There were 32 across the system. They were usually collocated at a locomotive watering station. They sprayed the water through the slatted car sides to keep the livestock cool and watered. I believe the livestock cars were pulled by the devices slowly to allow the livestock to be drenched.



AAR Educational material, - #44. "Livestock on Way to Market". Hogs and cattle being loaded into stockcars some place on an American Railroad.



B&O 110005 'A' end of a double deck Mather patent stock at Mt. Vernon, Ohio 5-29-1961. Slide by Edwin C. Kirstatter.



B&O 110005 double deck Mather patent stockcar 'B' end at Mt. Vernon, Ohio 5-29-1961. Slide by Edwin C. Kirstatter.

Livestock Specials

The B&O operated a Livestock Special from Chicago to Cumberland as a full train and additional cars were forwarded in Time-Saver trains. The cars were loaded in the large Chicago Union Stockyard which had 13,000 lots. On the road the cattle could be

showered with water at McCool, Illinois, next at La Paz Junction, and Garrett, Indiana, then Kellars, Ohio on Chicago Division and Warwick, Ohio on Akron Division. This could also be done on Pittsburgh Division at Connellsville and Yoder, Pennsylvania.



B&O 113060 Livestock Special car at Garrett, Indiana. Color slide by Bill Wyatt, a former B&O brakeman. (Edwin Kirstatter Collection)

Modeling

I built a model to simulate the watering operation on my layout located at a locomotive water location. Not having any plans or photographs of this device, it was freelanced from my memory of seeing one at Warwick. I used scraps of brass sheet, wire and

tubing. The nozzles are made from ballpoint pen tips that are also brass. All of the parts are soldered together. It is placed on my layout so that I can reach under to turn a handle to illustrate how it would be used if this was a real railroad.



Steam Era Operations

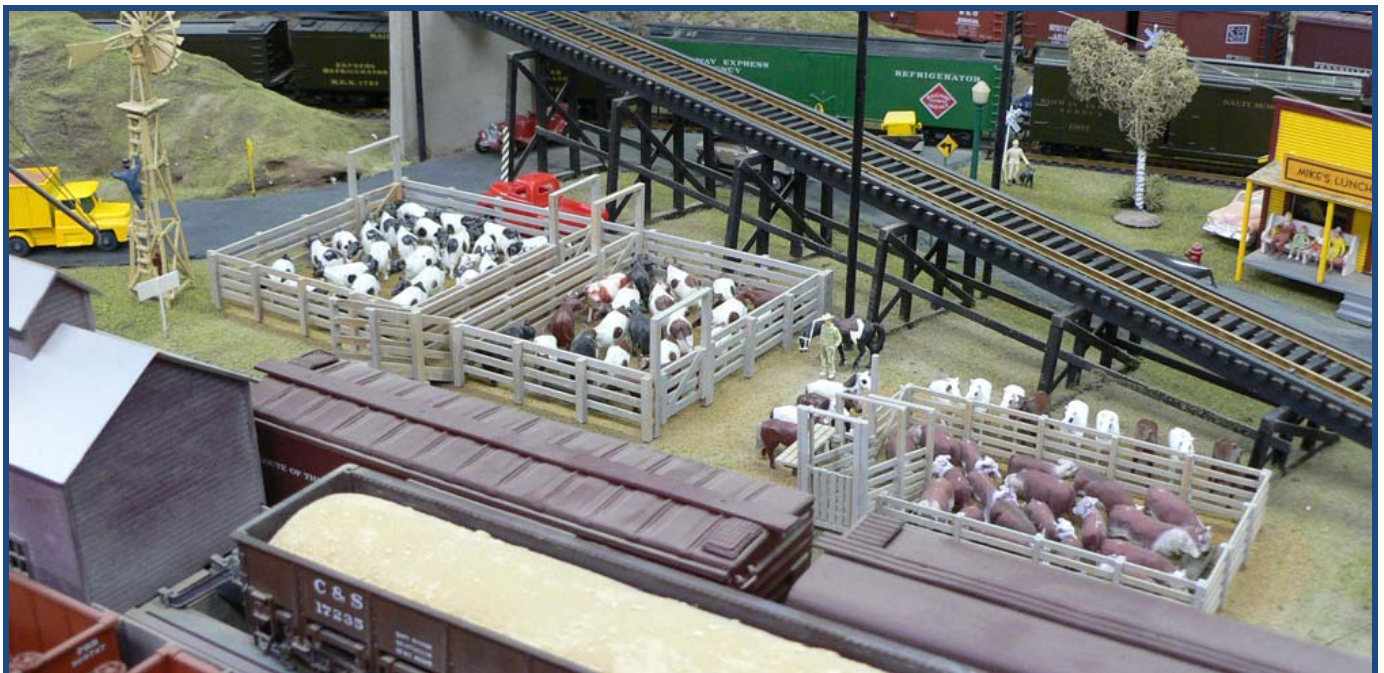
Crews, locomotives and cabooses in the late steam era were changed at Garrett, Willard, New Castle, Connellsville, Cumberland, and Brunswick. Once diesels replaced steam, and cabooses were put in pool service in the 1960's, these crew changes could be done on the fly. I saw this at Willard. At New Castle, Pennsylvania livestock cars were taken off to be dispatched to Buffalo and Rochester. There was only one showering device on this line of the Buffalo Division at Echo, Pennsylvania. At Connellsville there was a 100 lot facility, where the animals could be exercised, rested, watered and fed. Another location this could happen was at the Brunswick, Maryland yard where they had 18 lots. Livestock could be rested at this location as this was required by Federal law every 28 hours. At Cumberland car lots were broken up for rerouting to destinations near Baltimore, Philadelphia, and New York.

From East St. Louis where National Stock Yards had 231 lots, livestock trains were dispatched east on Time-Savers and other priority trains. Cincinnati also was a place where large quantities of hogs originated as well as receiving cattle from Chicago and St. Louis in their 583 lots at the Cincinnati Union Stockyard. East of there at Belpre, Ohio was another resting place of 35 lots. This was across the Ohio River from Parkersburg, West Virginia. On the line from St.

Louis to Cumberland there were also showering devices. They could be found at Breese and Flora in Illinois and Mitchell, Indiana on St. Louis Division, Brighton, Midland City, Chillicothe and Zaleski on Ohio Division in Ohio. Rock Run and Grafton, W. Va. on Monongah Division then Cumberland, Md., M&K Jct. and Cumbo, W. Va. on Cumberland Division.

More Modeling

If you want to add a livestock facility to your layout I would suggest that you choose to model a local town type. They don't take up much space. I have two small ones on my Pike, using space that was just going to be wasted anyway. Both of mine are built up from wood kits from many years ago. The largest has one chute and two lots, a kit by Tru-Scale. It is now available from Campbell Models. My other one right beside it was a kit by Hi-Ball Engines that has only one chute and one lot. They are not exact replicas of B&O facilities, but serve as stand-ins. They are spaced for loading two forty-foot stockcars. Looking in Walther's HO catalog you can find at least five plastic and wood kits from Campbell, GC Laser, IHC, Life-Like and Walther's that could also serve as a stand-in. With a little work you could create a replica of a B&O facility from plans.



Cor#2 - B&O Stock Pens at Willard, Ohio May 1961. These were located at east side of town along the SM&N line. Slide by Edwin C. Kirstatter.

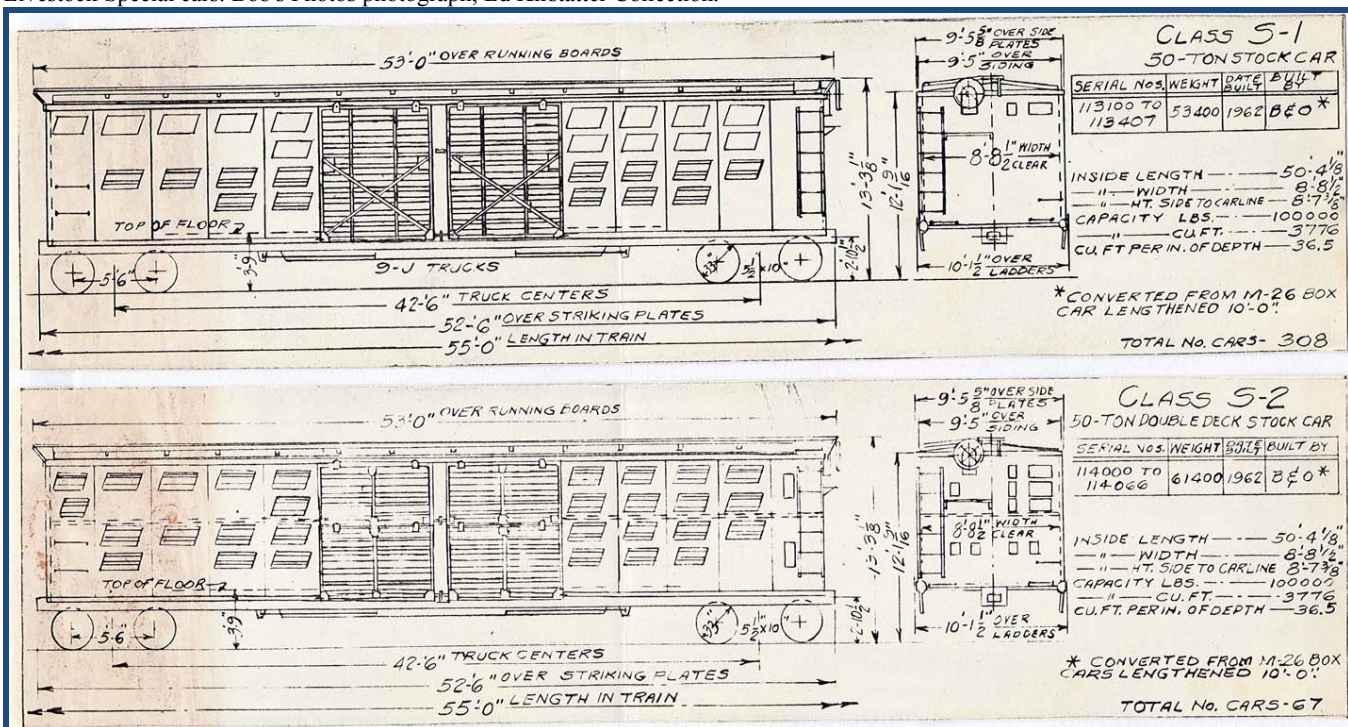
To populate your effort, look again to the Walthers HO Scale Catalog and you will find beef cattle, cows, goats, sheep, and pigs listed from manufacturers including; Atlas, Merten, Preiser, Walthers, and Woodland Scenics.

There are many HO stock cars available at this time including those from: Accurail, Broadway Ltd., Bachmann, Central Valley, F&C, Mantua, Red Caboose, Westerfield, Sunshine Models and others.

The only plastic kit that is accurate for a B&O car is the Life-Like Proto 2000 Mather patent stock cars, in both single and double deck. The B&O had 492 double deck Mather patent cars, 11001-110582, 111000-099 series and 546 single deck Mather patent cars 112000-112599 series as of January 1948. They were returned en masse to followon lessor North American during 1960-61. *(Ed. Scott Seders has promised to write an article about constructing these models in the future and I am sure he would appreciate any help, please contact me).*



North American Leasing (NISX) 4026 all steel stockcar in Chicago, IL on September 22, 1963. This had been one of the leased B&O Livestock Special cars. Bob's Photos photograph, Ed Kirstatter Collection.



I have loaded animal figures into some of my cars, not that you can really see them. They add a little weight to the cars and bring them closer to NMRA recommended weight for good operation.

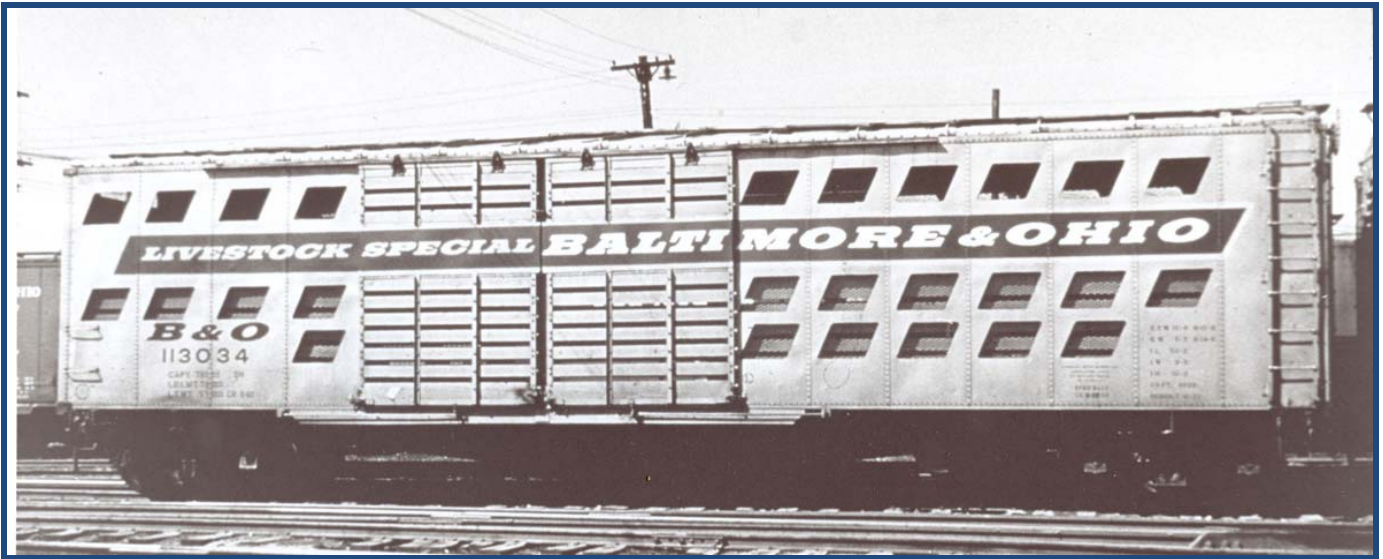
For a short while in 1960-62 the B&O leased from North American Car Corporation some 50 foot steel stockcars that were cars rebuilt from ATSF "Whalebelly" automobile cars. These were painted Aluminum with the Baltimore & Ohio in white with Livestock Special slogan in yellow across the length

of cars on a blue striped field with yellow edging. Walthers at one time made a decal for these. An HO brass model was imported by Overland.

There were also brass imports in HO by two companies of the S-1 and S-2 classes that the B&O converted from M-26 boxcars by lengthening them 10 feet and adding double slatted doors. These were rebuilt in 1962 with holes cut in sides and ends for ventilation and wood slats added to the inside to protect the animals. The S-1 and S-2 roadnumbers

were 113100 to 113407 and 11400 to 114066 with 308 and 67 built respectively. The S-1 class cars were single deck cars, the S-2 cars were double deck cars.

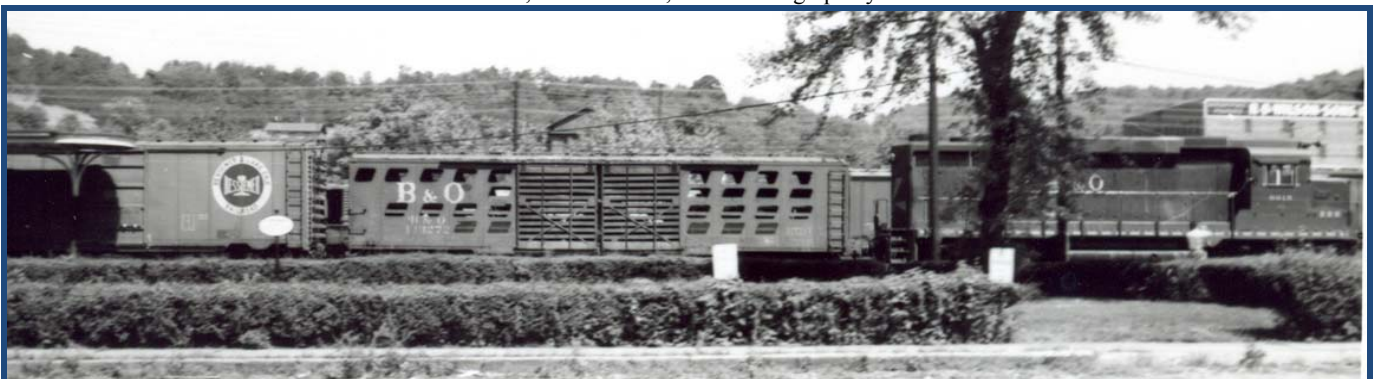
Model Railroad Warehouse (Red Ball) also made a kit of brass etchings for the S-1 in HO.



B&O 113034 Class SM Livestock Special at Cumberland, MD in March 1961. Dave Sweetland, Photograph, Edwin Kirstatter Collection.



B&O 113252 Class S-1 in Eastbound train at Haselton, Ohio June 18, 1966. Photograph by Edwin C. Kirstatter.



B&O 113272 Class S-1 at Clarksburg, W.Va. August 29, 1966 in an eastbound train. Photograph by Edwin C. Kirstatter.



B&O 113265 Class S-1 returning west empty at Kent, Ohio October 1962. Photograph by Edwin C. Kirstatter.

Do not confuse these S-1 & S-2 stockcars with the S-1 & S-2 Streamlined sleeper cars. I am sure the Pullman patrons would not enjoy a good night's sleep in the former.

If you are finishing one of those brass S-1 or S-2 models, you will want to paint the bodies an iron oxide color but the roofs should be painted

aluminum. In the later years of B&O livestock service, some of these cars were sold to Allen Packing Company, a division of Food Fair Stores of Baltimore, and relettered with their name, ALPX reporting marks, and numbers. Food Fair acquired 80 B&O S-1 stock cars during 1967-68, and all were out of service by 1971, however, the B&O continued to provide service later into the 70's.

Editor's Note: The author has given us an excellent start to look at modeling B&O livestock trains and facilities. We would like to hear from others about their modeling efforts related to livestock on the B&O.

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Railroad & Engineering Journal, Vol. 66.
Sentinel magazine, B&OHS V.7, No.4, V.10, No.2, V.18, No.4-5, V.26, No.2 and 3.
Stock Car Cyclopedia, Volume 1, Hundman 2007.
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ALPX 19 & 43, Food Fair Stores Inc. at Akron, Ohio in October of 1967. These were formerly B&O S-1 stockcars converted from class M-26 Boxcars. Slide by Edwin C. Kirstatter.



ALPX 52 Food-Fair, some more of their cars going through Youngstown, Ohio at the famous Center Street crossing July 13, 1969. Slide by Edwin C. Kirstatter.

DETAILING ATHEARN'S GP-35'S AS B&O'S "AS-DELIVERED" UNITS

BY GREG LARocca

PHOTOS BY AUTHOR UNLESS OTHERWISE SPECIFIED.



Introduction

In the March/April, 2006 issue of *B&O Modeler*, I reviewed Athearn's RTR GP-35's, decorated as B&O #3507 and #3519. At the end of the review, I stated that, "I intend to detail my units..." This article is to show you what I did, and how I turned an already nice looking locomotive into a super-detailed gem. If you haven't tried detailing an engine before, this is an ideal first project on which to whet your teeth.

Modeling

To get started, a number of the detail parts will need to be pre-painted. These include the Leslie air horns, the cab sunshades, the drop steps, and the MU stands. I first do any assembly of the parts necessary (e.g., the drop steps and the MU stands), then test fit the unpainted parts—this is important, as the drop steps don't quite fit in between the inboard end handrail

stanchions. Remove material from the sides of the drop steps as needed until they fit properly.

The next step is to stick the parts onto something to hold them while painting. For the air horns, I used hemostats, holding them by their mounting posts. For the other parts, I tape 3M blue painter's tape sticky side up on a small piece of wood, and then stick the parts onto that. I stick the parts on by the area that will later be glued against the engine.

I first airbrushed the air horns with Ditzler DZL-72 Red Oxide Primer (see *Mainline Modeler*, June/July 1982). This is to ensure good paint adhesion to the brass horns. Then all parts were painted with Polly-Scale B&O "Royal" Blue. Finally, the parts were clear-coated with Floquil Flat Finish (which isn't flat, but matte—Polly-Scale Satin Finish would work as well) to match the sheen on the Athearn engines.



The first detail I added was the new air horns. As mentioned in my review, the air horns provided have all three bells facing forward in non-B&O practice. These were removed by gentle twisting and pulling, and put aside for another project (to be described in a future *B&O Modeler* article). ACC was added to the hole where the old air horn had been installed, and the

new air horn pressed in place, making sure that it was level and facing forward. I next added the new sunshades. These were held in place at the correct angle with tweezers, and then Ambroid "Pro-Weld" was sparingly applied with a fine brush. After the sunshades set, I flowed more Pro-Weld on from underneath.



I next added the lift rings (DA pre-formed wire eye-bolts), following the GP-35 diagram in the *MR Cyclopedia—Volume 2, Diesel Locomotives*. Their positioning is visible in the photographs on the previous page. I added these by drilling a #79 hole, dipping the shaft of the lift ring in ACC, and then carefully pressing it home using fine tweezers, being careful to align the ring with the body per the *MR* diagram. These were then carefully brush-painted with Polly-Scale B&O “Royal” Blue.



I now turned my attention to the ends. The first step was to drill out the marker lamps for MV Products #300 lenses. This involves gently turning the #55 bit slowly to make a “dish” the diameter of the drill bit. The final step is to turn the drill backwards to polish the dish. The lenses were then epoxied in place. Next, #79 holes were drilled in the front and rear windshields, and windshield wipers made from 0.010” stainless steel wire were added. Although you can buy SS wire from Small Parts, Inc. (<http://www.smallparts.com/>), I used the silly door-openers packed in early Proto-2000 engines. To make these, I hold the wire with a pair of duck-bill pliers, at an appropriate length. I bend the rest of the wire to a 90 degree angle, and cut so that the leg is 1/16” long or less, dip in ACC, and carefully place in the hole. As shown in Figure 4, I place the wipers at various angles at which they might have stopped after use.

Next, the drop steps and MU stands are glued in place using sparing amounts of ACC. The cut levers come next. I carefully placed and drilled #79 holes, threaded eye-bolts onto the cut levers, placed them into the holes with fine tweezers, and then used a 0.010” brass rod to place drops of ACC at each eye-bolt where it entered the pilot, and where the cut lever passes through. These were then carefully brush painted with Polly-Scale B&O “Royal” Blue.

Finally, holes were drilled for the MU cables, and they were dipped into ACC, and placed in each hole, following the layout on the DA package. As can be seen in Figure 4, I had previously installed Kadee #58 “whisker” couplers into the Athearn coupler boxes.



I happened to have an extra pair of Intermountain F-7 speed recorders on hand, and used those. However, I usually use the Utah Pacific axle wheel slips called out for in the parts list. Although not actual speed recorders, I like to use these because they are brass, can be drilled out, and 0.020" brass wire soldered into place for the cable, a much more durable arrangement than gluing a flexible tube onto a plastic casting. I usually glue, and then paint these with a

brush; of course the Intermountain parts were already black, and made of delrin, so I only needed to press fit them into place.

The result is a pair of nicely detailed GP-35's, as delivered to the B&O in 1964. Since I wanted these to represent brand-new, just-delivered engines, I did not weather them.

Materials:

Athearn #ATH91705, B&O #3507 and ATH91706, B&O #3519 HO Scale RTR GP-35.

Details West #AH-190 Leslie RSL-3L-R3 Chime Air Horn.

Utah Pacific #S-65 Axel Wheel Slip.

Detail Associates:

- #2206 Eye Bolts, 3 1/2" diameter, formed;
- #2205 Coupler Lift Bar, formed brass wire;
- #1508 MU Air Hoses;
- #1503 MU Stand, EMD, Intermediate, single;
- #1301 Cab Sunshade, SW/GP/SD.

MV Products #LS-300 clear lenses.

Kadee #58 Whisker Couplers.

0.010" Stainless Steel Wire.

0.010" Brass Wire.

Polly-Scale:

B&O "Royal" Blue;
Satin Finish.

Ambroid Pro-Weld

References:

LaRocca, Greg. "Model Product Reviews. Athearn HO Scale B&O GP-35." *B&O Modeler*. 2006. B&O Railroad Historical Society, Baltimore, MD.

Hayden, Bob. (Editor). *Model Railroader Cyclopedia—Volume 2. Diesel Locomotives*. 1980. Kalmbach Publishing Co., Waukesha, WI.

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THE BRUNSWICK RAILROAD MUSEUM'S HO LAYOUT

BY REUBEN MOSS

PHOTOS BY AUTHOR UNLESS OTHERWISE SPECIFIED.



Originally started in early 1974, the Brunswick Railroad Museum's 1700 square foot HO scale model railroad layout models the Metropolitan Subdivision from the platforms of Union Station in Washington D.C. through Maryland to the five mile classification yards at Brunswick. Originally set for the transition from steam to diesel between 1940 and 1960, the time period has since been limited to the late 1950s and early 1960s.

In the first three months of 2007, the Museum was closed to the public and began a series of major renovations to the layout along with other facets of the facility. Although the museum's projected completion of these many projects is still to come, it was reopened for visitors on April 7, 2007.

Within the three months given for the initial push, the entire layout had been stripped of scenery and mainline track. With the help of the Bunker Hill (WV) Model Railroad Club, the entire two-track

mainline has been replaced and ballasted, along with two bypass tracks in the Brunswick area. Much of the new scenery material also has been put in place and provides a more detailed view of the layout's settings and scenes than ever before. The aged DC power system and the mess of wires at one time considered "spaghetti" has made way for a Digitrax DCC control and over 2500 feet of new and better organized wiring. As over a year has now passed, museum volunteers have continued to push for more updated and detailed scenery.

As with renovations to the layout itself, the rolling stock has also received much needed work. Much of the aging fleet - consisting primarily of Athearn locomotives - has been retired to make room for new Proto 1000 and Proto 2000 power. All rolling cars have also been re-weighted and given metal wheel sets for more reliable operation. Many of the models that were deemed as inaccurate or as being from the wrong time period have been removed entirely.



For more information about the Museum, its model railroad, or volunteering, call 301-834-7100 or email contact@brm.net . You may also visit the Museum's website at www.BRRM.net .

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